

Message Text

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11

ACTION NEA-16

INFO OCT-01 EA-11 ISO-00 TRSE-00 CIAE-00 DODE-00 PM-07

H-03 INR-11 L-03 NSAE-00 NSC-07 PA-04 RSC-01 PRS-01

SP-03 SS-20 USIA-15 AID-20 EB-11 CIEP-03 STR-08

OMB-01 CEA-02 DRC-01 IO-14 /163 W

----- 099764

R 110655Z SEP 74

FM AMEMBASSY ISLAMABAD

TO SECSTATE WASHDC 6673

INFO AMEMBASSY MANILA

AMCONSUL KARACHI

AMCONSUL LAHORE

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MANILA PASS USADB

E.O. 11652: N/A

TAGS: ECRE, PK

SUBJECT: TARBELA DAM PROBLEMS

SUMMARY. DRAINING OF LAKE BEHIND DAM PROCEEDING SMOOTHLY AND INTAKE GATE STRUCTURES FOR TUNNELS ONE AND TWO SHOULD BE ACCESSIBLE FOR INSPECTION AND REPAIR WITHIN WEEK TO TEN DAYS. TUNNELS THREE AND FOUR HAVE NOW BEEN CLOSED. SOME EVIDENCE OF POSSIBLE STRUCTURAL DAMAGE EXISTS IN TUNNEL TWO DOWNSTREAM FROM INTAKE GATES. END SUMMARY.

1. DRAINING OF THE RESERVOIR BEHIND THE DAM HAS BEEN PROCEEDING SMOOTHLY DURING THE PAST TWO WEEKS. RESERVOIR HAS DROPPED 262 FEET TO ELEVATION 1200 FEET BY SEPTEMBER 9. THIS IS BELOW ELEVATION 1300 WHICH WE HAVE REPORTED EARLIER AS BEING THE LEVEL OF TUNNELS. WE NOW DISCOVER
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THAT 1300 IS ELEVATION OF INTAKE STRUCTURE WHICH

PROJECTS VERTICALLY FROM TUNNEL WHILE ACTUAL TUNNEL LEVEL, WITH GATES, IS AT ELEVATION 1112. INFLOW INTO RESERVOIR IS DECREASING AS EXPECTED WITH SEASON TO 86,000 CUSECS AND PRESENT OUTFLOW 187,000 CUSECS.

2. TUNNELS THREE AND FOUR WERE CLOSED DOWN SEPTEMBER 7 AND 9 TO ELIMINATE FURTHER EROSION IN OUTLET AREAS NOW THAT CRISIS PERIOD PAST. CONTRACTORS HAVE BEEN WORKING ON OUTLET 3B FOR SEVERAL DAYS WITH SPECIAL EPOXY FLOWN IN FROM ITALY. FULL INSPECTION OF OTHER OUTLETS ON TUNNELS THREE AND FOUR BEGINS SEPTEMBER 10 WITH REPAIRS TO FOLLOW.

3. MINISTER FOR FINANCE, PLANNING AND DEVELOPMENT, MUBASHIR HASAN, REPORTED SEPTEMBER 7 THAT THERE IS EVIDENCE TO INDICATE THAT THE GATES MAY NOT HAVE GIVEN WAY. THE EARLIER SUPPOSITION WAS THAT THESE GATES, WHICH HAD BEEN STICKING, HAD GIVEN WAY. A WHIRLPOOL OVER TUNNEL TWO CAN NOW BE OBSERVED WHICH IS DOWNSTREAM FROM THE TUNNEL INTAKE AREA BUT BEFORE THE TUNNELS ENTER THE DAM ABUTMENT. IF THERE WAS A LARGE BREACH IN THE TUNNEL CEILING AT THE POINT OF THE WHIRLPOOL THIS COULD BE THE CAUSE OF THE ADDITIONAL FLOW AND DEBRIS THROUGH TUNNEL TWO WHICH LED TO THE DECISION TO DRAIN THE RESERVOIR. UNTIL THE TUNNEL AND GATE STRUCTURES ARE ACCESSIBLE IT IS IMPOSSIBLE TO BE CERTAIN WHAT HAS OCCURRED. A TAMS ENGINEER HAS INDICATED THAT THE DEBRIS FROM TUNNEL TWO WAS MATERIAL DEPOSITED DURING CONSTRUCTION ONLY IN AREA WHERE A BREAK IN TUNNEL CEILING LIKELY OCCURRED.

4. EMBASSY WILL ATTEMPT TO SECURE EARLY REPORT FROM ENGINEERS ON SITE ONCE THEIR INSPECTION OF ALL TUNNELS IS COMPLETE. BYROAD

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